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Summer 1985

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London Omnibus Traction Society

THE LONDON BUS REVIEW

1984



London Omnibus Traction Society

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Front cover: It was in April 1952 that the route number 172 came into being, linking Forest Hill with Archway Station as a replacement for tram route 35. The southern terminal was later switched with that of route 171, West Norwood, and the 172 has gradually declined over the years resulting in today's Monday to Friday only operation between West Norwood and King's Cross. On 3rd August, after 33 years, the route will finally be withdrawn, being replaced by alterations to the 196. The route is remembered here in Holloway Road on 16th October 1980 when RM1237, celebrating 200 years of the toothbrush, strayed from its usual route, the 159. *Mike Harris*

Rear cover: One of the DMSs purchased by *The Londoners* for use on sightseeing tours was subsequently rebodied and re-registered as A741TTW, and is seen here in Haymarket on 1st July 1984. *Colin Stannard*

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Around and About



New Titans into Bromley Garage recently have been allocated to routes 61, 126 and 138, replacing Leyland Nationals, and much improving standards of comfort. Here at Bromley South we see T1121 on the 138 heading for Coney Hall, and T1117 in Orpington on the 61. *Colin Fradd*



The conversion of route 118 to one-man operation was only possible after the construction of passing places alongside Commonsides East, Mitcham where the road is very narrow. The places, known as hesitation points, are marked by signs on lamp standards reading: "ROUTE 118 DRIVERS - CHECK ROAD AHEAD". Here on a wider section of the route we see BN's M1232 on its way to Mitcham. *David Bowker*



In April, route 196 was reallocated from Camberwell to Norwood garage, at the same time moving from Selkent District to Wandale. As a result, the service was converted from T to M operation, and here outside the new Norwood garage we see M1210. *David Bowker*

Tendering Results Announced

London Regional Transport has placed three-year contracts with five bus undertakings for the operation of twelve of the routes put out to competitive tender earlier this year. London buses retained only six services — 84A, 152, 215, 228, 258 and H2, the remainder being shared between four other operators. London Country Bus Services Ltd take the 313 and P4, Eastern National Omnibus Co. Ltd will work the 193 and W9, while private sector companies take one each—the 81 to Len Wright Travel who will trade as London Bus Lines, and the 146 to Crystal Coaches of Orpington. Tenders had been sought for a thirteenth route, the 493, but a decision has been deferred pending a more detailed review of the local bus network in the area. In the meantime, the service will continue to be worked by London Country Bus Services Ltd on the existing timetable. We shall be taking a more detailed look at these services in the next issue of LBM.

£16 million order for London Buses

London Buses has announced a £16 million order for 264 new double-deck buses to be delivered during 1986/7. The order has been won by Leyland for their Olympian vehicle, and meanwhile trials will continue on the vehicles submitted by four manufacturers to evaluate the best performance for a decision about the 1987 orders. The new Olympian will feature 'split' entrances and lower exit steps, thicker non-slip and better positioned handrails, and repositioned bell pushes with illuminated "Bus Stopping" signs.



RM1877 has acquired a livery variation to promote London Transport Advertising, the department within LRT responsible for selling advertising sites commercially. These shots show clearly the striking broad white band. *Colin Fradd*

New West Croydon Bus Station opens

The new bus station at West Croydon opened on 20th May and has met with a warm reaction from passengers and bus staff alike. The new bus station cost £1.6 million to build and will be used by 2.5 million passengers a year. It featured an enclosed waiting area, similar to that at Harrow, seating for queue areas, a fast-food restaurant, a public address system, underfloor heating, toilets and automatic doors.

An improved bus stand at Finsbury Park too!

The bus terminus in Station Place, Finsbury Park has at last been transformed into a modern parking area with room for more buses. This forms part of the station rebuilding work which is still continuing, and utilises land which has been derelict for many years. The bus stand is used by buses on routes 4, 19, 106, 230 and 236, and means that the old stand in a narrow residential street at Plimsoll Road can also be taken out of use.



On stand at the new West Croydon Bus Station, we see consecutive Ms 1166 and 1167 on the 130B and 130, both bound for New Addington. *Malcolm E. Papes*



On the last day of operation of route 234, before its replacement by an extension of the 127, Croydon worked M1200 on the route using specially adapted DMS blinds as shown here at Purley. In anticipation of the changes route 234 was omitted from the Metrobus blinds being delivered at that time. *Colin Fradd*



The peak hour express workings on the 130 group, with their yellow blinds, are illustrated here by M1201 at East Croydon Station, while the new order for route 157, to be followed shortly by the Merton allocation, is shown by M1164 at Wallington. *Colin Fradd*



New routes in Selkent District saw a link to Aldgate (for Petticoat Lane Market) on Sundays provided by part of the 47 renumbered 47A. The weekday service only as far as Surrey Docks is to be replaced later this year, and here we see T1123 displaying Aldgate via Tower Bridge. Part of the Saturday shopping service on the 185 between Lewisham and Camberwell was extended to Elephant and renumbered 185A as shown by T854 leaving Lewisham Bus Station. Quite why the number 176 was not used, of which this would have simply been an extension, is uncertain. *Malcolm E. Papes/Colin Fradd*



Left: Another new route, on Sundays only, is the 194A replacing the 194 and providing a Sunday service to the Shrublands Estate for the first time. Although a separate number is used, because the service runs via Shirley Way, it serves for both the Shrublands and Forest Hill services, and the 194 family continues to be as confusing as it has always been. Here in Shirley we see DMS2265 before the expected conversion to LS later on. **Right:** On Sundays, the 75 was reallocated from Catford to Elmers End garage, at the same time reverting to DMS operation. Again, this service is likely to become LS on Sundays, so reducing the attraction of a Sunday bus ride out to Blackheath perhaps. *David Bowker/Malcolm E. Papes*

LRT Subsidiaries formed

Three new companies were established on 1st April under the London Regional Transport Act 1984; London Buses Ltd now operate London's red bus fleet, London Underground Ltd provide the capital's underground network, and LRT Bus Engineering Ltd provide engineering and overhaul facilities, principally for London Buses Ltd but also for other customers. The three new companies join London Transport International, which provides a world-wide consultancy service, as wholly owned subsidiaries of London Regional Transport.

Airbus success

LRT has said that during 1984 over 900 000 passengers used London Buses' three Airbus services, an increase of 13 per cent over the previous year. However, in order to combat increased costs, from 30th March adult fares were increased from £2.50 to £3 (child from £1 to £1.50). Fares in other currencies were also increased except for those paid in Canadian or US dollars, which remain at five and four dollars respectively. The announcement did not give any indication of how many of Airbus passengers have transferred away from the underground.

Thames Barrier Shuttle Buses

Selkent District are again running their shuttle bus from Greenwich to the Thames Barrier this summer. Last year over 34,000 people used the service and this year it is hoped to double that number. This year, for the first time, there is also a daily fast service from Victoria to Greenwich and the Barrier Centre using TE vehicles.



The long-standing Inter-Station Night Bus was finally withdrawn in April and replaced by conventional style services. On 14th/15th April New Cross used an RM in place of the scheduled crew Titan, fitted with blinds which were intended for use in the earlier DMS types. RM1940, one of the declining Leylands, picks up passengers here at the very old bus stop at Waterloo taxi road which has since been replaced by a conventional bus stop.

Paul Carpenter

Below: The replacement for the Inter Station bus provided an hourly service between King's Cross and Ladbroke Grove serving most of the main line stations and Trafalgar Square en route. Here at Victoria we see M895 with the interesting blind arrangement. The Railair Link 556 was renumbered N56 at the same time, and also extended to King's Cross to fill the meal break gap of the N50/N51. Here at Euston M1168 waits for passengers from its scheduled train connection from Birmingham. *David Bowker*



Even more areas now served by Night Buses

Further expansion of the Night Bus network came into operation on 27th April. For the first time night buses now serve Barnes, Bethnal Green, Harrow, Kingston, Ladbroke Grove, Mitcham, Morden, Stanmore, Sutton, Twickenham and Wimbledon. A new edition of the popular Night Owl's Guide is now available and includes details of all last bus and rail services correct to 15th May.

More LRT routes put out to tender

About 40 services are likely to be involved in the next stage of route tendering announced by London Regional Transport. Ten routes will go out to competitive tender immediately—the 79A, 125, 127/A, 145, 179, 195, 200, 268, 275 and 283. Tenders are being invited based on the existing levels of service, but in many cases prospective contractors are being invited to put in a separate alternative tender to include service improvements such as higher frequencies. On the 268 and 283 alternative proposals are being sought involving a more frequent service using smaller buses.

In the autumn tenders will be sought for services which operate into the counties of Surrey and Hertfordshire. Surveys are currently being carried out to determine, in conjunction with the County Councils, the exact service specifications. Services operating in the Orpington area will also be put out to tender in the autumn, after completion of a review to determine a new route pattern. The London Borough of Bromley and Kent County Council will be consulted about the new network before tenders are sought.

Yet more omo on London Buses

Further omo conversions in August will mean an increase of three per cent to 62 per cent of the fleet. Some busy central London and inner suburban routes will be converted at this time, and the main routes involved are 45, 48, 71, 77A, 180 and 243/A, along with part of routes 74 and 279/A. Further omo in November is expected to see the conversion of route 5, 40, 41, 63, 133 and 266, and part of the 113.

Garage closures confirmed

It is now confirmed that Battersea, Poplar and Walworth garages are to close after 1st November. Services at Battersea are expected to go into Victoria and Wandsworth, while those from Walworth are likely to be moved to Camberwell, New Cross and Peckham. Poplar routes will probably go to Bow, Camberwell, Clapton and West Ham. Edmonton garage will close early next year, while that of Southall is dependent on the completion of the rebuilding of Hanwell, but it will not be before 1987.

Minister closes bus lane

The Department of Transport has turned down a GLC request to safeguard the continued operation of the bus lane in Tottenham High Road. The powers which allowed the bus lane to operate expired on 25th March, and the Secretary of State for Transport, Nicholas Ridley, has told GLC transport committee chairman Dave Wetzel that the DTp will not agree to the renewal. The bus lane which had the support of LRT, Haringey Council and the Metropolitan Police, had been working experimentally since September 1983. The GLC gave the go-ahead last December for the scheme to be made permanent, but because the lane is on a trunk road the consent of the Secretary of State for Transport is needed.

Bus of the Future to appear soon

London's bus of the future was unveiled during May following eighteen months of detailed research and trials by automotive specialists Ogle Design. One Fleetline bus, to be converted to include many of the new features, will take part in a trial in passenger service shortly. A full size mock-up of the bus was built in Ogle's Letchworth works. The design team then went to the local job centre and an old people's day centre to seek out volunteers, representing a cross-section of passengers, to try out the new features. At the same time, Ogle researchers quizzed bus crews, Chiswick driving instructors, bus builders, associations of the disabled and passenger representatives.

Visitor's Guide to Central London

A new map has been issued by LRT for tourists in three versions—English, French and German. It gives much information about the underground, places of interest, special tickets and Sightseeing and Guided tours, but the information on London buses is a little sparse. The bus map shows 23 'key' routes, in the familiar 'bubble' style, but quite how these key routes are derived is unclear. Many of those in the West End are omitted—2/B, 8, 13, 25, 27, 36/B and 38, despite them serving and linking up some important locations.



London Transport's Tours and Charter Department are using this DAF coach which has been classified TC1. Its mainly white livery carries four coloured bands—in red, yellow, green and blue—beneath the windows, and it rests here outside Victoria Station. *Colin Fradd*

More Olympian coaches have been delivered to London Country and these were quickly pressed into service onto the increasingly popular Flightline 757 to Luton. LRC8 from St. Albans garage was caught here at Marble Arch. *Richard Godfrey*



Our report in the last issue on new coach deliveries for London Country referred to certain liveries which were not available for illustration at the time. BTL16 in Hoverspeed livery of white with red and blue stripes is seen here at Northfleet garage, while BTL15 carries Flightline 777 livery of two-tone green and yellow here at Crawley. *Richard Godfrey*



London Transport at War

Bombs and privations failed to stop London's buses and underground trains serving the public in two World Wars and making important contributions to victory. The role of London Transport in wartime can be seen at a new exhibition at the London Transport Museum in Covent Garden until 27th November. On display are bombs of various types from both wars, some of the vehicles that helped to keep London moving and other reminders of those dark days. Vehicles specially on show include a bus in Second World War condition, complete with masked headlamps and anti-blast window netting, and a Guy Arab "Utility" bus built for LT at the same time. Equipment displayed includes gas masks, blackout lamps, along with models, uniforms, photographs and posters to help bring back the atmosphere of that time. There is also a Second World War newsreel featuring tube shelterers and the training of women conductors.

London Bus Rally at Chiswick

At the time of going to press, plans were being prepared to hold the London Bus Rally at Chiswick this year on Sunday 11th August. It will be open from 11am to 4pm and the usual attractions will be on show including 'Drive-a-bus', flea market and refreshment facilities.

Get to know route 23 . . .

. . . said the posters and advertisements plastered over buses, bus stops and shelters at the end of last year in an attempt to promote route 23 as a major tourist service. It did, after all, serve a number of important points through central London—The Tower of London, Monument, Mansion House, St. Paul's Cathedral, Fleet Street, Law Courts, Trafalgar Square, Piccadilly Circus, Oxford Street and Marble Arch. Buses on the route from Upton Park garage carried striking yellow, red and blue vinyl side, front and rear adverts, and inside the buses a diagram of the route was posted with the heading "Get to know routes 15 and 23". Bus stops along the route had the 23 stickers replaced with a blue and yellow version, sometimes reading "For the Tower" or "For the West End" in red if space permitted. The shelter at the Tower of London had a special construction on top in yellow, reading "Route 23 For the West End" on the ends, and "For Trafalgar Square and Piccadilly Circus" along the sides.

It could have been expected to be an excellent promotion, at least making potential passengers *aware* of the route if nothing else. Presumably it was successful in attracting custom as plans were formulated at the beginning of this year to increase the service to the Tower from 27th April by withdrawing route 15 (via Bank) at off-peak times and on Saturdays and Sundays, and diverting these buses instead under the 23 number to serve the Tower.

However, it became clear during early April that all was not to be that simple. It is claimed that passengers did not like the 23 route number, and preferred to travel by route 15, lettering the 23s go by. So as time went by, the plans changed, and the improvements to the Tower service had to be delayed by three weeks to 18th May. In order to satisfy the passengers' preference for the 15 number, it was later intended that the entire service, both via Bank and via Tower would carry the 15 number, individual journeys being distinguished by the intermediate blind and/or destination display. This, however, would not have been acceptable from the staff viewpoint, and so it was decided to separate the two routes, the Bank service running *all day* on Mondays to Fridays using a different number. The number chosen for the main Tower service was to become 15, and the Bank service as a result was renumbered 15A.

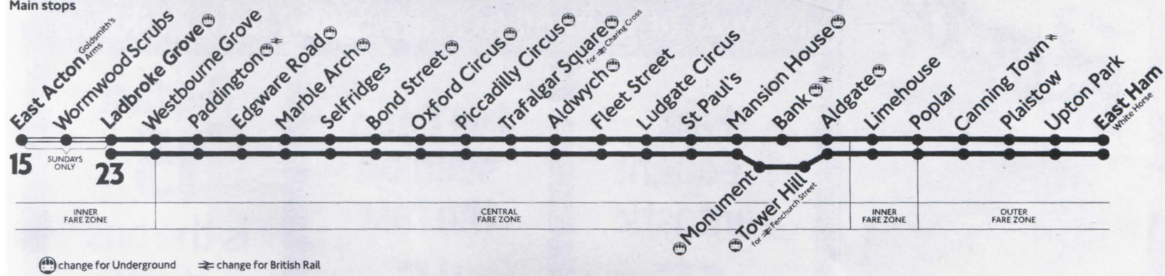
And so the promotion changed, the new slogan being "Get to know bus 15", this time accompanied by leaflets, stickers, and even a selection of new vehicle liveries. The route stickers on bus stops and the shelter at the Tower were, of course, changed as appropriate, and a local news leaflet was produced in yellow and blue for house-to-house distribution which explained the changes and gave details of the first and last buses. It gave the reason for the change of route numbers as being 'to help you identify which are which', but one feels inclined to ask whether the difference between numbers 15 and 15A is really more helpful than the old numbers 15 and 23. The bus blinds were revised to blue and yellow, the top part reading either '15 VIA TOWER' or '15A VIA BANK' in blue on yellow, while the remainder of the blind read 'St. Paul's Trafalgar Sq Oxford Street Paddington' in two lines in yellow on blue. Even this is surprising on two counts. Firstly, from a distance the blinds look similar and it is not immediately obvious whether the it is a BANK bus or a TOWER bus. Perhaps the 15A would have been better suited to the old white on black blinds? But secondly, despite the lessons presumed to have been learned on night bus blinds whereby, again at a distance, black lettering *on* yellow is not clearly legible (and night bus blinds are now being changed to yellow on black), the most important part of the blind, BANK or TOWER, is in blue *on* yellow.

As for liveries, at least two buses are known to have carried a livery of red with a yellow waistband and yellow roof, RMLs 893 and 2523. This was quickly superseded by a yellow waistband with a yellow stripe above the upper deck windows, but some buses, not *all* as promised on publicity, just carry a yellow waistband. Vinyl stickers are being affixed to the front and rear of the buses which on the left read 'route 15' with a very small 15A number tucked away in the corner, and on the right 'Oxford Street and The Tower (15)'. No special vinyl adverts are carried along the sides.

One particularly interesting item of publicity was the 'Route 15 guide' issued to conductors. Printed in blue and yellow, it gives a diagram of the central London portion of the route (Ladbroke Grove and East London passengers may well feel forgotten!) along with a list of important locations with very detailed descriptions of those places. On the back is a list of questions the average tourist may ask (like 'what are you doing tonight?') and useful phrases for the conductor (like 'I love you too!'), all in English, French and German! At least someone has a sense of humour—conductors with a full bus through the West End on a busy summer Saturday are bound to have time to read their pocket phrase book!

Get to know bus routes 15 and 23

Main stops



Above: The westbound bus stop at the Tower is seen just before the changes, with route 23 to the West End stickers both on the flag and the shelter. For a very short time, the first bus to carry the new yellow roof and waistband livery, RML2523, also retained the special route 23 advertisements as seen here at the Tower. *Dick Moseling*



This rear shot of RML2496 clearly shows the advertisements either side of the blind box, also carried on the front, taken in the Strand on 28th May 1985. *Colin Fradd*

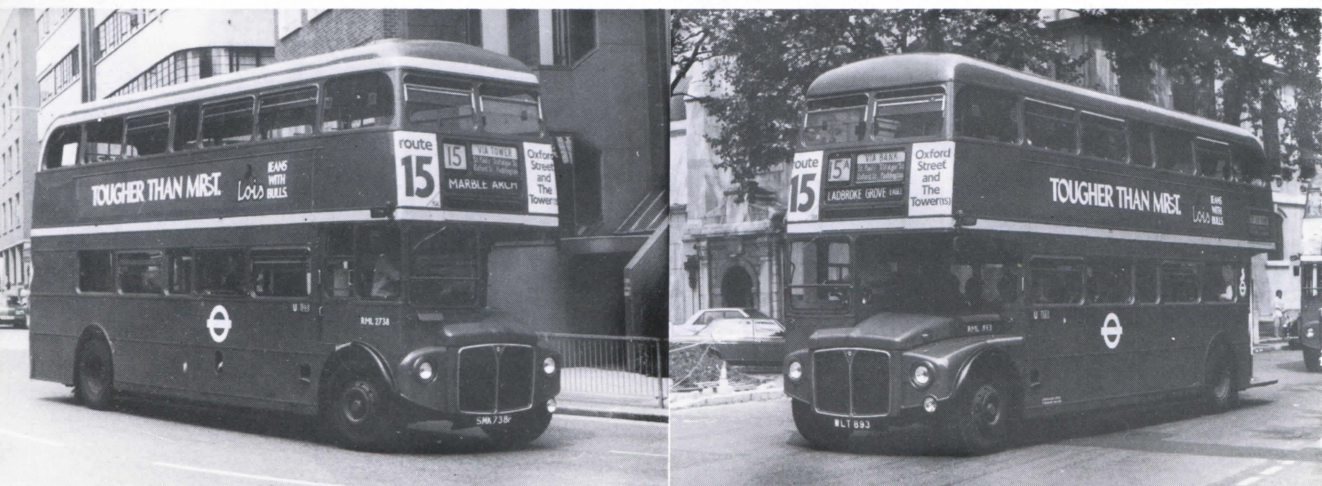
Route 15

These blue and yellow stickers were given to staff to wear or to hand to tourists and their children

Fast
Frequent
Fantastic
15

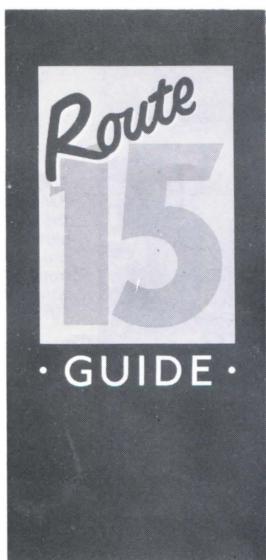
I've been
seen on
the fast
15

The fast
15
is the bus
of my
dreams



Above:
RML2738 here
in Minories
demonstrates
the yellow
stripe livery
above the
upper deck
windows, while
at Aldwych
RML893 heads
for Ladbroke
Grove on the
15A. Colin
Fradd

Right: The
Route 15 Guide
issued to
conductors.



Paddington	Edgware Road	Marble Arch	Selfridges	Road Street	Oxford Circus	Piccadilly Circus	Trafalgar Square	Charing Cross	Aldwych	Fleet Street	Longacre Circus	St. Paul's	Marble Arch	Monument	Tower of London	St. Paul's	Aldwych	Paddington
ST KATHARINE'S DOCK Follow the signs from the subway in Tower Gardens under Tower Bridge. The restored Dock now houses a collection of shops and pubs. It also contains the Historic Ship collection, which includes Captain Scott's 'Discovery'. TOWER OF LONDON Walk down Tower Hill to the entrance, or through the Tower Gardens along the Thames. Particularly worth seeing: Traitor's Gate where prisoners entered the Tower after they had been brought along the Thames; the Bloody Tower where the little prince was murdered; and of course the Crown Jewels. TOWER BRIDGE Walk along Tower Bridge Approach. There is a museum in one of the towers and tours of the engine room. The overhead walkways are also open to the public and give fabulous views of London. HMS BELFAST Walk along Tower Hill to Tower Pier and take the ferry. Or walk across Tower Bridge right along Tooley Street, then right into Vine Lane. The last surviving big gun ship, now contains a permanent Royal Navy museum. THE MONUMENT Westbound: turn left into Pudding Lane, right along Monument Street, walk across the road into Pudding Lane. The Column is 202 feet high—the distance from the base to the baker's shop in Pudding Lane where the Great Fire of London started in 1666. 311 steps inside and a good view of the City from the top. ST PAUL'S CATHEDRAL Christopher Wren's masterpiece, containing the famous Whispering Gallery around the inside of the huge dome. Higher still, the Stone and Golden Galleries give good views of London. Some of the wedding of the Prince & Princess of Wales in July 1981. FLEET STREET All the great national and provincial newspapers have offices around Fleet Street and most can be seen without leaving the boat. THE STRAND Once famous for its aristocratic mansions, the Strand is now best known for its hotels and theatres. To the east of Aldwych are the Law Courts (for civil rather than criminal law cases). COVENT GARDEN Westbound: stop by Lincaster Place, continue along the Strand, turn right into Southampton Street. Or stop by Adam Street, go back along the Strand and turn left into Southampton Street, continue along Strand, turn left into Southampton Street. The arcades now contain shops and restaurants and a large craft market. The piazza is renowned for its street entertainment—from clowns to jazz music—and contains the London Transport Museum. TRAFALGAR SQUARE Westbound: stop outside St Martin-in-the-Fields Church. Eastbound: stop outside Charing Cross Station. Home of Nelson's Column. The National Gallery fills the north side of the square. The National Portrait Gallery is round the corner in St Martin's Place. PICCADILLY CIRCUS The traditional centre of London's entertainment world, its neon signs are its trademark. Eros has been removed while the area is being renovated. REGENT STREET AND OXFORD STREET Regent Street: quality shopping street. Two stops—stop nearest Oxford Circus for Liberty's and Debenhams & Jones. Oxford Street: world's longest shopping street. Four stops. Going West: 1st stop—British Home Stores and John Lewis 2nd stop—Debenhams 3rd stop—Selfridges and Marks & Spencer 4th stop—Litterworth and C.A. MARBLE ARCH Westbound: stop opposite Post Office by Old Quebec Street. Eastbound: stop before Post Office, after Park Street. Originally designed as the main gateway to Buckingham Palace, the arch was too narrow for the state coach and so was set up at its present site. It houses a small police office. SPEAKERS CORNER (HYDE PARK) Opposite Marble Arch, where anyone can say (almost) anything—based on Sunday mornings. Stops—as for Marble Arch or for Seymour Street. HYDE PARK Stops—as for Speakers Corner. One of the biggest London parks, with boating on the Serpentine and swimming in the Lido.																		

Questions the average tourist may ask...

- WHAT NUMBER BUS DO I GET FOR...**
- F. C'est quel numéro pour aller à...
G. Welcher Bus fährt nach...
S. ¿Cuál número de autobús debo tomar para llegar a...?
- CAN YOU LET ME OFF AT... PLEASE?**
- F. Est-ce que vous pouvez me laisser descendre à...?
G. Hierher, bitte lassen Sie mich aussteigen...
S. ¿Puede usted dejarme bajar en...?
- HOW MUCH DOES IT COST?**
- F. Ça fait combien?
G. Was bezahlt ich?
S. ¿Cuánto cuesta?
- WHAT ARE YOU DOING TONIGHT?**
- F. Qu'est-ce que tu fais/vous faites ce soir?
G. Was machst du/machen Sie heute Abend?
S. ¿Qué haces esta noche? ¿Qué hacen esta noche?
- CAN YOU LET ME WHEN WE GET TO...?**
- F. Pourriez-vous me dire quand nous arrivons à...?
G. Würden Sie mir bitte Bescheid sagen, wenn wir in... ankommen?
S. Por favor, ¿puede decirme cuándo llegamos a...?

Useful Phrases for Yourself

- LEFT/RIGHT**
- F. gauche/droite
G. links/rechts
S. izquierda/derecha
- ONE, TWO, THREE, FOUR**
- F. un/deux/trois/quatre
G. eins/zwei/drei/vier
S. uno/dos/tres/cuatro
- 25 PENCE, 30 PENCE, 40 PENCE**
- F. vingt-cinq, trente, quarante pence
G. fünfundzwanzig, dreißig, vierzig pence
S. veinticinco, treinta, cuarenta peniques
- SORRY, WE'RE FULL UP**
- F. C'est tout plein, malheureusement
G. Es tut uns leid, der Bus ist voll
S. Lo siento, pero estamos llenos
- THERE'S ANOTHER ONE BEHIND**
- F. Il y a un autre qui suit
G. Es kommt noch ein Bus direkt hinterher
S. Hay otro (otra) detrás
- I LOVE YOU TOO**
- F. Je t'aime aussi
G. Ich liebe dich auch
S. Yo también te quiero
- F—French
G—German
S—Spanish**

Local News

More Buses on Route 15 to serve the Tower of London and new Route 15A to run via Bank

FROM 18th MAY



Long famous for linking London's East End and the Ladbroke Grove area with the West End stores and entertainments, Route 15 will soon be covering even more ground.

New routes - new numbers

From May 18th, to cater for the greater number of visitors travelling to the Tower of London, more buses will run via the Tower instead of via Bank on Mondays to Fridays and all buses will go by way of the Tower at weekends. To help you identify which are which, we've renumbered the Bank buses 15A and retained the number 15 for those running via the Tower. And since the new 15 duplicates the route of Bus 23, that number will no longer be used.

Plenty in store

To remind you of some of the many useful ports of call along Routes 15 and 15A, let's run through a few.

First, there are places of interest - ideal for a day out with the family. We've mentioned the Tower of London but there's also St. Paul's Cathedral,



Trafalgar Square, Piccadilly Circus and Marble Arch - just right for a stroll in Hyde Park.

Then, there are some of London's most famous West End shopping streets - Oxford Street, Regent Street and The Strand - there's hardly a single item for yourself or for your home that you couldn't find there!

Even when the shops are closed, you can still look forward to an exciting evening out in the West End. You'll find an unrivalled selection of theatres, cinemas and restaurants, and a night bus ready to ferry you home if you're too late for the last 15 or 15A. From Trafalgar Square there's the N95 to Commercial Road and East Ham, and the new N50 to Ladbroke Grove.

A useful service at useful times

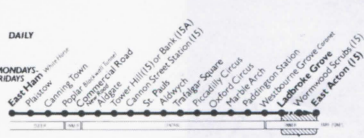
Bus 15, via the Tower, will run every 8 minutes during Monday to Friday rush hours, every 6 to 7 minutes between the peaks over the Paddington to Aldgate section, and every 13 to 14 minutes over the rest of the route. In the evenings, it will run every 20 minutes. There will be a 6 minute service during the day on Saturdays and a 10 minute service, early mornings and evenings and all day Sunday. The Sunday extension beyond Ladbroke Grove to East Acton will continue to run at 20 minute intervals.

Bus 15A, via Bank, will run every 6 to 7 minutes during Monday to Friday peak periods, every 13 to 14 minutes between the peaks and every 20 minutes in the evening.

As far as possible the times of the 15 and 15A will be integrated over common sections of route to provide a bus to Ladbroke Grove and East Ham every 6 to 7 minutes between the peaks and every 10 minutes in the evening on Mondays to Fridays.

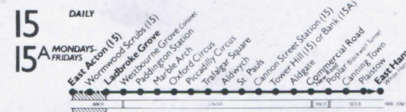


15 DAILY
15A MONDAYS/FRIDAYS



Mondays to Fridays									
First buses	15A	15A	15	15A	15	15A	15	15A	Last buses
East Ham White Horse	0411	0411	0411	0411	0411	0411	0411	0411	2210
Ladbroke Grove	0411	0411	0411	0411	0411	0411	0411	0411	2210
Paddington Station	0411	0411	0411	0411	0411	0411	0411	0411	2210
Paddington Station	0411	0411	0411	0411	0411	0411	0411	0411	2210
Paddington Station	0411	0411	0411	0411	0411	0411	0411	0411	2210
Paddington Station	0411	0411	0411	0411	0411	0411	0411	0411	2210
Paddington Station	0411	0411	0411	0411	0411	0411	0411	0411	2210
Paddington Station	0411	0411	0411	0411	0411	0411	0411	0411	2210
Paddington Station	0411	0411	0411	0411	0411	0411	0411	0411	2210
Paddington Station	0411	0411	0411	0411	0411	0411	0411	0411	2210

Mondays to Saturday Service Intervals									
From	15 via Tower	15 via Tower	15 via Tower	15 via Tower	15 via Tower	15 via Tower	15 via Tower	15 via Tower	15 via Tower
East Ham White Horse	0411	0411	0411	0411	0411	0411	0411	0411	0411
Ladbroke Grove	0411	0411	0411	0411	0411	0411	0411	0411	0411
Paddington Station	0411	0411	0411	0411	0411	0411	0411	0411	0411
Paddington Station	0411	0411	0411	0411	0411	0411	0411	0411	0411
Paddington Station	0411	0411	0411	0411	0411	0411	0411	0411	0411
Paddington Station	0411	0411	0411	0411	0411	0411	0411	0411	0411
Paddington Station	0411	0411	0411	0411	0411	0411	0411	0411	0411
Paddington Station	0411	0411	0411	0411	0411	0411	0411	0411	0411
Paddington Station	0411	0411	0411	0411	0411	0411	0411	0411	0411
Paddington Station	0411	0411	0411	0411	0411	0411	0411	0411	0411



Mondays to Fridays									
First buses	15A	15A	15	15A	15	15A	15	15A	Last buses
East Ham White Horse	0411	0411	0411	0411	0411	0411	0411	0411	2210
Ladbroke Grove	0411	0411	0411	0411	0411	0411	0411	0411	2210
Paddington Station	0411	0411	0411	0411	0411	0411	0411	0411	2210
Paddington Station	0411	0411	0411	0411	0411	0411	0411	0411	2210
Paddington Station	0411	0411	0411	0411	0411	0411	0411	0411	2210
Paddington Station	0411	0411	0411	0411	0411	0411	0411	0411	2210
Paddington Station	0411	0411	0411	0411	0411	0411	0411	0411	2210
Paddington Station	0411	0411	0411	0411	0411	0411	0411	0411	2210
Paddington Station	0411	0411	0411	0411	0411	0411	0411	0411	2210
Paddington Station	0411	0411	0411	0411	0411	0411	0411	0411	2210

Mondays to Saturday Service Intervals									
From	15 via Tower	15 via Tower	15 via Tower	15 via Tower	15 via Tower	15 via Tower	15 via Tower	15 via Tower	15 via Tower
East Ham White Horse	0411	0411	0411	0411	0411	0411	0411	0411	0411
Ladbroke Grove	0411	0411	0411	0411	0411	0411	0411	0411	0411
Paddington Station	0411	0411	0411	0411	0411	0411	0411	0411	0411
Paddington Station	0411	0411	0411	0411	0411	0411	0411	0411	0411
Paddington Station	0411	0411	0411	0411	0411	0411	0411	0411	0411
Paddington Station	0411	0411	0411	0411	0411	0411	0411	0411	0411
Paddington Station	0411	0411	0411	0411	0411	0411	0411	0411	0411
Paddington Station	0411	0411	0411	0411	0411	0411	0411	0411	0411
Paddington Station	0411	0411	0411	0411	0411	0411	0411	0411	0411
Paddington Station	0411	0411	0411	0411	0411	0411	0411	0411	0411

Mr. R. H. Brewer, District General Manager
Regional Transport Services, please ring
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The 59 Story

Part Two

Compiled by Alistair J. Duffus
from material supplied by
George Robbins and Colin Stannard



In this shot of ST1028 arriving at Coulsdon, route boards are still carried. The vehicle was acquired from Chariot Omnibus Co. J.F. Higham

The renumbering of the services on 3rd October 1934 was the point at which we left the first part of this story, and to summarize, the schedules at this date were as follows:

Route	Terminals	Garage	Type	Number of buses		
				Mon-Fri	Sat	Sun
59	Camden Town – Chipstead Valley Road (via London Road)	TC	STL	37	37	29
			ST	10	5	—
159	Oxford Circus – Thornton Heath (via Green Lane), extended Mon-Sat to Camden Town, extended Sat-Sun to South Croydon	AK	LT	9	10	10
		TC		10	10	15
		P	ST	11	8	—
		AK	LT	—	7	—

On 31st October both the 59 and 159 were diverted intermediately at Parliament Street via Parliament Square (east side), return via south, west and north sides, Abingdon Street, Millbank and over the new Lambeth Bridge and on to Lambeth Road.

Traffic congestion was already starting to disrupt the schedules, and from 29th April 1936 the 59 was sectionalized on Mondays to Saturdays to run from Camden Town to Coulsdon *Red Lion*, and from Thornton Heath *Pond* to Chipstead Valley Road. A further section was introduced between Camden Town and Croydon Airport, but as it diverged from the main route at Thornton Heath Pond via Purley Way, it was renumbered 59A. TC provided 18 STs on Mondays to Fridays reducing to 15 on Saturdays. Its allocation on the 159 became Sundays

only. To balance, AK ceased to work on the 59 on Mondays to Saturdays, its buses being transferred to the 159. The P allocation on the 159 had been removed on 11th September 1935 in favour of Q, and by the time of these changes Q worked just 7 STs on the 159 on Saturdays only.

Some terminal alterations took place soon after, and from 9th September 1936 the Saturday afternoon and Sunday 159 terminus was moved from the Swan & Sugar Loaf to the Garage in South Croydon. On 28th May 1937 the Saturday p.m. service was cut back from Camden Town to Oxford Circus, whilst from 23rd February 1938 a further change was made to the 159 on Sundays when the southern terminus reverted to the Swan & Sugar Loaf once again. Throughout this time, however, some Sunday buses worked to and from Croydon garage to finish and take up service.

On 5th January 1938 the 59A was rerouted via St. James Road to Addiscombe *Black Horse* on weekdays replacing the 133A (Liverpool Street to Addiscombe). The service to Croydon Airport was covered by an extension of the 115 from Streatham. Changes were also made to the sectional working of the 59. The northern section was reduced to run during weekday peak hours only between Camden Town and Croydon Garage, and the Thornton Heath to Chipstead Valley Road section was increased from a ten to a six minute headway. This, however, was found to be more frequent than the traffic warranted for the Coulsdon to Chipstead Valley Road part of the



ST839 from TC glistens after repaint. This ex-Tilling Regent had its body rebuilt and various modifications can be picked out compared with ST979 which, in its un-rebuilt form, is bound for Addiscombe.
D.W.K. Jones





The standard Renown in pre-war days is represented here by LT215 from AK.
D. W.K. Jones



STL553 from TC was one of Chas. Pickup's AECs which the Board had fitted with an upper deck roof, and the pillars did not line up with those on the lower deck. *D. W.K. Jones*

service, and so on 4th January 1939 a new weekday route 59B was introduced between Thornton Heath *Pond* and Coulsdon. The route followed a circular run at its terminus, rather unusual for a London bus route, which took buses from Brighton Road near Stoats Nest Road via country route 409 to Old Coulsdon, returning via Marlpit Lane to rejoin the main 59 route at Coulsdon. This opened up a new area of housing to buses. This circular routeing was abandoned from 22nd April 1942 when buses in both directions ran via Marlpit Lane.

At this time the 59 ran the full route between Camden Town and Chipstead Valley Road only on Sundays, and the 59 only ever reached central London on Sundays and during Monday to Friday peak hours. However, from the introduction of the 59B two early morning journeys worked from Coulsdon to Camden Town via the 59 on Mondays to Fridays.

Many alterations took place from 22nd November 1939 to effect wartime economies. The Monday to Friday peak hour journeys on the 59 and 59B to Camden Town were withdrawn, and the 59B was withdrawn during evenings. On Saturdays, the 159 ran to Camden Town all day once again but the Sunday workings between Oxford Circus and Streatham Common were withdrawn. The southern terminus was rationalized to Croydon garage. Monday to Friday evening journeys were extended from Thornton Heath to Croydon garage although the Camden Town to Streatham section was withdrawn. On 22nd March 1940 the 159 was extended on Sundays from South Croydon to Chipstead Valley Road to supplement the 59 on that day, but as a further economy, between April 1941 and April 1945, this extension was run only on Sunday afternoons. Stock changes suggest that at least some of these cuts must have taken place earlier than 22nd November, but it is likely that the true picture in these confused times will never be known. The changes in allocation over this period is best shown by comparing the schedules for June and December 1939:

JUNE 1939						DECEMBER 1939					
Route	Garage	Type	Number of buses			Garage	Type	Number of buses			
			Mon-Fri	Sat	Sun			Mon-Fri	Sat	Sun	
59/B	TC	ST	25	—	—						
	TC	STL	—	15	25	TC	STL	14	13	—	
59	TC	STL	—	—	25	TC	STL	—	—	10	
	AK	LT	—	—	15	AK	STL	—	—	10	
59A	AK	LT	20	13	—						
	AK	ST	—	4	—						
						TC	STL	15	5	—	
						Q	STL	—	13	—	
159	AK	LT	17	—	—	AK	STL	26	30	7	
	AK	ST	22	18	—						
	Q	STL	—	17	—						
	TC	ST	—	—	15						

It can be seen that the maximum of 84 buses on Mondays to Fridays in June had been reduced to just 55 by December. The STs were withdrawn completely, and more especially the ex-Tillings which had been the mainstay of the TC fleet. AK also replaced its LTs with STLs although the LTs did return briefly in the spring of 1942 in an exchange with N. Ex-LGOC petrol STLs moved into TC who lost operation on the 59 and 159, but took over instead the 59A with some help on Saturdays from Q who in turn lost all its duties on the 159. AK's main work was now limited to the 159 with only some Sunday duties on the 59. As was widely the case, the reductions were found to be too severe, and from 3rd January 1940 TC introduced 13 STLs on Mondays to Fridays and five on Saturdays onto the 159 in addition to the AK allocation. Fluctuations of both numbers of vehicles and garages took place throughout the war at short notice. On 20th March 1940 further adjustments saw TC removed from the 59A with Q taking over, with five extra STLs from AK on Saturdays. AK now gave up work on the 159 on Sundays in favour of TC who now shared the 59 with AK on that day. By June 1941 vehicle shortages meant that STs were brought back into service mainly for the 59 and 59B from TC, although by 6th October examples were scheduled on the 159 on Mondays to Fridays. From 28th October 1942 TC started to work ten buses on the 59A, STLs at first but rapidly replaced by STs. On 21st April 1943 TC was removed from the 159 leaving a larger allocation for AK, but on Sundays Q provided a mixed ST/STL allocation of 11 buses. This was also short-lived and the final outcome can be seen in the allocations for 9th January 1946:

Route	Garage	Type	Number of buses		
			Mon-Fri	Sat	Sun
59/B	TC	ST	16	16	—
59	TC	STL	—	—	10
	AK	STL	—	—	10
59A	Q	STL	29	12	—
	AK	STL	—	6	—
159	AK	STL	36	27	—
	TC	STL	—	—	11



This photo of TC's ST26 at Thornton Heath Pond shows the wartime window netting and boarded window (glass was not easy to acquire) on route 59B. *W.J. Haynes*

Below left: The replacement of the LTs at Streatham was helped by STL450. To conserve fuel, it lays over on the Embankment near Lambeth Bridge before it takes up evening peak hour duties, and demonstrates the absence of a cab door on these vehicles. *W.J. Haynes*

Below: STL553 on route 59A in wartime garb shows the continued use of the ex-Pickup buses at a time when many non-standard vehicles were withdrawn. *W.J. Haynes*



Two interesting aspects of wartime operation affected the 159 during the earlier war period. In the autumn of 1940, so many buses were off the road that London Transport had to borrow buses from the provinces. Allocations for 20th November 1940 show five provincial buses operating alongside the STLs from AK on Mondays to Fridays. The actual vehicles changed but the following were working at that time:

- FW1216 on loan from Cleethorpes
- VR5470 on loan from Manchester Corporation
- VR6005 on loan from Manchester Corporation
- UG1051 on loan from Leeds
- GW738 on loan from Youngs (a former London TD class bus)

These provincial buses had disappeared from the schedules for 2nd April 1941.

The 159 also operated Express buses at this time. From 4th November 1940 until 19th March 1941 ten peak hour buses (STLs from AK) ran from Charing Cross to Streatham Hill Station stopping only at Thames House, Brixton and Telford Avenue. The buses then continued on as normal observing all stops to Thornton Heath. As elsewhere in London, the Express buses were not to prove successful.

On the night of 10/11th May 1941 Croydon garage was completely burnt out following an air raid. Many buses were damaged but 56 were destroyed completely. Among the casualties were three Tilling STs, 24 Tilling STLs, 10 LGOC and 23 later type STLs, and one former Pickup STL. Three loaned Manchester Corporation Crossleys were also destroyed. The next day saw a massive replacement programme using STLs from many other garages, and a large number of STs were brought back into service.

From 5th May 1943 all Sunday morning services on Country routes were withdrawn; this did not extend to red buses except where such services penetrated the Country area some distance such as the 159 beyond Croydon. 1945 saw the war entering its final phase and on 6th May the Sunday morning service was reintroduced on the southern section of the 159. As far as possible, other restrictions were eased too. Service changes were non-existent and it

was not until 13th October 1946 that the 159 was diverted from Chipstead Valley Road to Old Coulsdon on Sundays giving Meadway a service for the first time on that day.

Perhaps the most surprising alteration occurred on 12th November 1947 when the northern sections of the 59, 59A and 159 were diverted at Oxford Circus via Oxford Street, Baker Street and St. John's Wood to West Hampstead *West End Green*. The 59A terminated at Sherriff Road. The route's former routing to Camden Town was replaced by the diversion of the old-established 53A away from West Hampstead. The reason for this exchange is quoted as being for convenience of operation. Half of the 53A continued to run to West Hampstead but these journeys were renumbered 153, reviving the use of the pre-War number, albeit not serving Marylebone High Street as the previous 153 had done. These changes brought P garage back to the 159 using 18 LTs previously on the 53A, in addition to the STLs from AK.

For several years, intending passengers had been confused by the various sections of the 59 family, and in an attempt to aid recognition the weekday sections were renumbered from 7th April 1948; the 59 section between Thornton Heath *Pond* and Chipstead Valley became 166, and the section of the 59B between Thornton Heath *Pond* and Old Coulsdon became 166A. Thus, the 59 itself became a Sunday-only service. The 166 was extended to open up a new bus link from 21st February 1951 running via London Road, Galpins Road, South Lodge Avenue and then via Streatham Vale over route 118 to terminate at Streatham Common. This new extension was to be unserved on Sundays. This extension was to be short-lived however. On 8th April 1951 new bus route 190 was introduced between Thornton Heath *High Street* and Croydon *Coombe Road* replacing Tram route 42. On 22nd October of the following year the 166A was withdrawn and the 190 extended from Croydon via Purley and Marlpit Lane to Old Coulsdon on Mondays to Saturdays in replacement. The 166 was withdrawn between Thornton Heath *Pond* and Streatham Common and diverted instead via Brigstock Road to Thornton Heath *High Street*. One further unrelated change that year occurred on 27th November when southbound journeys on the Sunday-only 59 were diverted at Thornton Heath *London Road* via the west side of the roundabout and Willett Road to London Road.

Trams and single-deck buses are passed by ST374 as it is attended to by a mechanic outside TC garage on the 166A soon after renumbering.
E. G. P. Masterman





Above left: Another ex-Pickup Regent was STL556 from TC, seen here waiting at a familiar Thornton Heath Pond to work the renumbered 166. *E. G. P. Masterman*

Above: This Tilling-Stevens coach was operated by Grey Coaches and had obviously worked a journey on route 59A from Camberwell where it is seen in the yard. *D. W. K. Jones*

RT1139 illustrates that the 166A was one of the earlier routes to receive new RTs. *D. W. K. Jones*

It is now time to record the various vehicle changes which affected our routes. The first few years after the war saw a period of great vehicle shortage, and reference to the schedules for 9th January 1946 shows the situation as it *should* have been. STs were very common. The hiring of coaches during peak hours between 1946 and 1949 became the norm. However, most of the records of these coaches on our routes seem to be from Q on the 59A. Four examples are known to have worked: XS4765 of Ansell's, KP2053 and WX2142 from Grey Green, and JXL478 from Banfields. Another common practice was to use single-deckers, including the CR class on peak hour journeys. Again, this has mainly been recorded for the 59A from Q. AK did have a number of these vehicles allocated but they seem to have been used on routes other than the 159, the 133 in particular.

TC received new buses early, indeed a handful of the post-war STD class were operated for a short time, although as far as is known they were restricted to the 115 and 133. However, in late 1947 and early 1948 TC received some of the earliest RT3s for routes 115, 130 and 197, but on Saturdays five of them were available for the 166 and 166A alongside 18 STs, the Monday to Friday staple for the routes being 16 STs. On 20th October 1948 the schedules show that the 59 was able to work a mixed allocation of 9 RTs and 8 STLs from TC in addition to 6 STLs from AK. The first of our routes to receive new buses in their own right were the 166 and 166A during the spring of 1949. It was the period when a variety of RT types were being delivered and TC received Weymann and Saunders bodies examples in the 11xx range, Park Royal examples in the 9xx range, and Cravens bodied RT1447/8. This

allowed the 59 a full TC allocation on Sundays. However, at that time, TC also received new Bristol Ks LKH95/98/99 and 106-110, highbridge ECW bodied buses diverted from Eastern Counties, itself an ex-Tilling Company, specifically to help with the 68 and the 166/A. These stayed for about a year being replaced by more RTs but are not known to have worked the 59 or 159 which, at that time, also used RTs from TC for the Sunday allocation.

For such important routes, the 59 and 159 were quite late in receiving new buses. In 1949 the LT allocation from P on the 159 gave way to STLs. The new 190 received RTs straight away, TH supplying 18 on Mondays to Fridays, 16 on Saturdays and 10 on Sundays. During the new year period of 1951, new buses started to flood into AK, not just for the 159 but also for the 133. The variety had gone, although a few of the last Saunders bodied examples in the 42xx range arrived, but most were of the standard Weymann and Park Royal bodies in the 19xx, 20xx, 39xx and 40xx batches. At this time, the 59 used six AK RTs on Sundays, and the 59A gained eight AK RTs on Saturdays. P received an allocation for the 159 but was less fortunate in receiving secondhand vehicles from throughout the fleet. Q saw 35 new RTLs for the 59A, a large batch ranging from RTL1176, 1178 and 1180 to 1226, the remainder destined for the 68 family. From time to time Q had used the odd SRT on the 59A from its allocation for the 5, 5A and 42.



HPW99 was a Bristol K5G in the Eastern Counties fleet and was loaned from January 1949 to January 1950 more usually for the 68 than the 166A. *LTPS*

Below left: The standard Renown in post-war days is represented here by LT614 (P) when, according to the poster, radio reigned supreme in home entertainment. *Malcolm E. Papes collection*

Below: In 1951 RT2215 still carried the economy reduced blind display. *Alan B. Cross*





STL2467 from AK was one of a number of STLs which were used as extras in 1951 to supplement the Festival of Britain services. Special blinds were produced and it is seen here with RT2113 at Streatham Common. *Geoff Morant*



Very detailed blinds are carried by RT3943 from TC on the 166 which only reached Streatham Common during 1951 and 1952. *Alan B. Cross*



RT234 at West Croydon Station had been fitted with a full blind display and shows the new five line layout listing just five points, shortly before the route was withdrawn. *Alan B. Cross*



Restricted blinds were carried by TC's RT169 as late as 25th May 1953, here showing details for the southern section of the 159. Already the small route stencil on the offside rear of the bus, found on only a handful of the earliest RT bodies, has fallen out of use. *Alan B. Cross*



The full length of the 59 is worked by RT2001 one gloomy November Sunday in 1952. *Alan B. Cross*



RTL428 exemplifies the standard Leylands from Q and the aperture for the semaphore trafficators below the running number is notable. *Malcolm E. Papes*



RT4097 from P represents the continued Sunday working of part of the old 53 family to West Hampstead long after the main daily service had been diverted to Camden Town. *Alan B. Cross*



A rare Sunday shot of the small TH allocation on the 59 between May 1952 and October 1954 is shown here by RT2078. *Alan B. Cross*

RTs from the new garage on the site of the former Thornton Heath tram depot worked a five bus allocation on the 59 when the summer schedules were introduced on 18th May 1952. TC had worked single-handed during the winter period, and thus the TH allocation replaced an AK share which had last appeared in October 1951. As previously mentioned, the 166A had been withdrawn and the 166 diverted to Thornton Heath *High Street*, and at the same time the 166 was reallocated from TC to TH. Because of crew shortages, especially in north-west London, it became necessary in March 1954 to embark upon a programme of service reallocations. Cricklewood (W) gave up its duties on the 13 which were taken over by P who in turn lost its 18 buses on the 159 in favour of a similar number from Q. Curiously, for a couple of months, RTs were transferred into Q, an otherwise RTL garage, and this was one of the rare occasions that it worked AECs until changes during 1966. These RTs were soon replaced by RTLs however. October 1954 saw the introduction of winter schedules on the 59, and TH was withdrawn entirely, not to reappear until 1958. Instead, TC took its first foothold on the 190 using five RTs on Sundays together with six from TH, a state of affairs which continued until 2nd May 1956 when TH once again reigned supreme.

On 2nd March 1955 the 166 (weekdays) and 59 (Sundays) were both extended a short way along Chipstead Valley Road to a new terminus outside the *'Midday Sun'* just beyond the railway bridge. The schedules for 16th March saw route 166 return to TC.



A Coronation Day working on the truncated 59 route is seen here worked by RT346 from W. Even an offside stencil plate was provided. *Alan B. Cross*



RT3394 had received an early roof box body upon overhaul in which had been fitted a particularly unhelpful three line blind which did not become widespread at that time. *Peter J. Relf*

The following year saw the withdrawal of the Sunday service on the 159. On 6th May a partial replacement took the form of a Sunday extension of the 190 through to Old Coulsdon, while the Green Lane—Parchmore Road—Whitehorse Road section was covered by an extension of the 57A to South Croydon Garage. This Sunday-only 57A had started the previous December as a renumbering of short journeys on the 57 which were diverted slightly away from the parent route to terminate at Streatham Garage. From the May 1956 extension the 57A had far more in common with the 159 than the 57. It then covered the 159 road from South Croydon to Brixton where it branched off via Stockwell and Vauxhall to Victoria. It might more reasonably have been called 159A, but its true parent (which lost its Sunday service entirely in 1958) left us with the legacy of the 57A for another 22 years. At one time, when the 57 terminated at Thrall Hall Hotel, Streatham, the 57 and 57A shared no common ground at all. The 57A was a BN operation at this time. TC lost its foothold on the 159 when the Sunday service was relinquished, though it still worked the entire 59, and this seems to be a suitable occasion to review the routes as at 2nd May 1956:

Route	Terminals	Garage	Type	Number of buses		
				Mon-Fri	Sat	Sun
57A	Victoria—South Croydon Garage	BN	RT	—	—	9
59	West Hampstead—Chipstead Valley	TC	RT	—	—	23
59A	West Hampstead—Addiscombe	Q	RTL	33	13	—
		AK	RT	—	9	—
159	West Hampstead—Thornton Heath, extended	AK	RT	33	34	—
	Saturday p.m. to South Croydon Garage	Q	RTL	16	9	—
166	Thornton Heath <i>High Street</i> —Chipstead Valley	TC	RT	9	12	—
190	Thornton Heath <i>High Street</i> —Old Coulsdon	TH	RT	17	13	9

New schedules were introduced from 16th October 1957 which affected the 59 group of routes. Apart from the continuing Saturday service, the 59A was withdrawn from Addiscombe, being replaced on Mondays to Fridays by an extension of the 50 via St. James Road. The Monday to Friday off-peak service on the 59A was cut back to Streatham Garage, but during peak hours it continued on to Thornton Heath Garage. BN took over the AK share of the 59A on Saturdays in order to make room at AK for the entire Saturday allocation on the 159. A rearrangement of Sunday work also took effect from this time when the 59 was strengthened to cover the withdrawal of Sunday route 153, and also the 109 on its Kennington to Horse Guards via Westminster leg. An allocation of 16 RTs from AK was added to that from TC, although the following year saw it split to allow TH a share. This Sunday change was virtually reversed from 30th November 1958 with the reintroduction of the 153 and the restoration of the 109 via Westminster in exchange for the withdrawal of the Blackfriars section. TH and AK both withdrew from the 59.

Reductions to services on all days of the week had been introduced from Wednesday 26th November 1958 as part of the post bus strike cuts. From Saturday 29th November the 50 was introduced between Stockwell and Addiscombe, and this, coupled with an increase in frequency over the West Hampstead to Streatham section of the 159, led to the withdrawal of the 59A on Saturdays, leaving a service only on Mondays to Fridays. Q RTLs returned to the 159 on Saturdays using buses which had previously worked on the 59A, while BN leaves the story for the time being.

A comparison between the schedules for June and November 1958 demonstrates the extent of the cuts:

25th JUNE 1958						26th NOVEMBER 1958					
Route	Garage	Type	Mon-Fri	Sat	Sun	Garage	Type	Mon-Fri	Sat	Sun	
57A	BN	RT	—	—	9	BN	RT	—	—	9	
59	TC	RT	—	—	24	TC	RT	—	—	19	
	AK	RT	—	—	9						
	TH	RT	—	—	9						
59A	Q	RTL	26	13	—	Q	RTL	26	—	—	
	BN	RT	—	6	—						
159	Q	RTL	18	—	—	Q	RTL	18	14	—	
	AK	RT	33	37	—						
166	TC	RT	10	12	—	TC	RT	10	12	—	
190	TH	RT	15	13	9	TH	RT	15	13	9	

One other change from 26th November was the diversion of the 59A in St. John's Wood by way of Lisson Grove and Rossmore Road instead of St. John's Wood Road.



A five point display was still carried by RT2884 but already the offside stencil has fallen out of use. Sunday trade is far from brisk. *Malcolm E. Papes*



On 1st October 1961 RT2018 (AM) pulls out of autumnal Plumstead on route 153 in its final form to West Hampstead. *Peter G. Mitchell*

From Sunday 17th May 1959 the 57A gained an interesting summer-only projection via Victoria Street, Grosvenor Gardens, Grosvenor Place, Hyde Park Corner, Park Lane, Marble Arch, Oxford Street, Orchard Street, Baker Street, Park Road and Prince Albert Road to Camden Town, thus serving The Zoo, buses continuing on via Chalk Farm Road and route 24 to Hampstead Heath. This summer outing was reintroduced for the 1960 season, but only as far as Camden Town, and again to Camden Town in 1961. It was withdrawn on 11th October that year never to reappear.

From 8th June 1960 the 59A took a step away from the rest of the family by turning left at Kennington, running via Harleyford Street, Oval, Vauxhall and Albert Embankment to rejoin its fellows at the south end of Lambeth Bridge. Summer bolstering on the 59 for the 1961 season saw the addition of three RTs from TH after a three-year absence of TH buses on that route. It proved to be the last appearance of TH buses on the 59 after 4th October 1961 until the reintroduction of the route this year.

The 'sixties was the decade of the traffic planners, and grandiose traffic management schemes. Somewhat surprisingly, the 59 family was not subjected to as many as might be imagined. The lengthiest was in Baker Street where northbound buses on all routes, including 59, 59A, 153 and 159 were diverted from 26th November 1961 via Portman Square and Gloucester Place, southbound buses continuing along Park Road and Baker Street unaltered.

From 14th August 1963 an increased Monday to Friday service was introduced to compensate partially for the withdrawal of the 276 (Brixton Garage to Finsbury Park, extended peak hours to Tottenham). Changes to the 39 covered the northern section of the 276, but through central London the 59A and 159 were both strengthened between St. John's Wood and Brixton. Some of this increase was paid for by the withdrawal of the Thornton Heath peak hour projections on the 59A, while on the 159 frequencies at both ends of the route were thinned during peak periods. Even so, the 59A required an extra six RTLs from Q, and the 159 an extra four RTs from AK.

The 276 was interesting in so far as it had almost been a revival of the original 59 link between Camden Town and Brixton. It had been introduced as part of Stage 10 of the Trolleybus Conversion Programme on 26th April 1961, but as a new facility. Always using RMs from HT, (and often the haunt of silver RM664), the 276 south of Camden Town followed the 53 routeing to County Hall, then running via Lambeth Palace Road, Albert Embankment and Vauxhall to parallel the 59A to Streatham *Telford Avenue*.



The 'Silver Lady', RM664, from HT is seen here passing through Lambeth on the relatively short-lived route 276 on 6th October 1961. *Gerald Mead*

During the late summer of 1963, RTLs and RTWs were rendered surplus by the advancing RM conversion programme. These were allocated to BN in place of some RTs, and were initially allocated to the 95 and 95A, and later the 109 when more became available. The RTLs appeared on all routes including the Sunday 57A, and soon after, the RTWs tended to work the 57A exclusively right up until the end of RTW operation in May 1966.

New schedules from 29th January 1964 affected many routes in south London, but it was only at weekends that the 59 family was revised. From Saturday 1st February the Lisson Grove/Rossmore Road section gained buses at weekends to match the Monday to Friday only cover provided by the 59A. On Saturdays, part of a generally increased 159 was diverted this way with ten of Q's RTLs using the number 159A. These 159A journeys were operated every 15 minutes between West Hampstead *West End Green* and Streatham Garage only, with early morning and late evening projections as far as Thornton Heath *Clock Tower*. A five minute headway was maintained over the main part of the 159 route costing an additional four buses on Saturdays. Further extra cost was avoided by localizing half the projections to South Croydon Garage to run from Brixton only, the remainder coming through from West Hampstead. Another benefit was that the localized section provided a morning 159 service through Croydon which had previously been restricted to the busier shopping periods. On Sundays, the 59 was rerouted via Lisson Grove and Rossmore Road, the 153 continuing to provide the service along St. John's Wood Road.



A Metro-Cammell bodied RTL588 was transferred to BN on 7th July 1963 and waits here at Victoria before working through to South Croydon on the 57A. *Gerald Mead*



BN's RTL886 on the 50 which took over the Addiscombe leg of the 59A is seen here working a peak hour journey through from Victoria Embankment. *W. Legg*



RT4464 (TH) rests in the typical south London Victorian suburb at Thornton Heath shortly before these duties were transferred to TC. *W. Legg*



RTL764 from Q is seen working the Saturday 159A through Kennington during September 1965. *Gerald Mead*



A Sunday trip from Croydon on the 57A is worked here by RTW170 from BN. The 57A was to become one of the last hosts to these wider buses. *Colin Stannard*



The small allocation of narrower Leylands on the Saturday 159s is represented here at Kennington by BNs RTL867 on 31st July 1965. *Gerald Mead*

Further north, a long term diversion began on 2nd February 1964 for the duration of bridge repairs. The bridge crossing the main line from Euston at Abbey Road was being rebuilt, and while this was in progress the 59 group and the 153 were rerouted northbound via Alexandra Road, Loudoun Road and Belsize Road. The southbound diversion was the reverse except that Boundary Road was used to rejoin Abbey Road instead of Alexandra Road. The use of Boundary Road was notable in so far as it had been used previously by buses in the opposite direction for a time during 1960 owing to roadworks. Normal line of route was restored after 22nd May 1964. Another more permanent diversion had taken place from 26th April 1960 when the 59 was diverted intermediately at Brixton Road via Effra Road and Matthews Road to Brixton Hill. Then on 2nd June 1963 buses were diverted at Regent Street via Hanover Street, Hanover Square (east side), Holles Street and Cavendish Square (clockwise) to Wigmore Street.

In July 1964 an exchange of allocations between Camberwell, New Cross and Stockwell, mainly involving routes 163 and 168, caused an imbalance of work at Q on Saturdays. TH had acquired extra work at the expense of BN, and so from 4th July BN took over Q's Saturday participation on the 159. RTLs were used and, although RTWs were also at BN, no record exists of one working on the 159.

November 1964 saw the conversion of the 130 group of routes to RM from TC, and enough spares were available on Sundays for the conversion of the 59 from 22nd November. The RTLs were being withdrawn rapidly during 1965 and 1966, and their removal from BN caused the entire Saturday allocation on the 159 to become RT. Through the summer of 1966, the RTLs at Q were also replaced by RTs which affected the 59A and the 159 (Monday to Friday) and 159A (Saturday), the standard type becoming the RT.



RM1182 from TC has had 'Lambeth Bridge' deleted from the blind to take account of the rerouting via Westminster Bridge during February 1966. *Colin Stannard*

From Sunday 23rd January 1966, six buses were added to the 59 schedule which received a more intensive frequency over the West Hampstead to South Croydon Garage section. Some of the increase came from savings on the Chipstead Valley service which was widened from a 15 to a 20 minute frequency. The reason for the strengthening was so that the Sunday service on the 109 could be withdrawn along with the 133. To compensate for the 109 north of Kennington, the 59 was rerouted via Lambeth North and Westminster Bridge. In addition, the loss of the 153 meant that no buses ran via St. John's Wood Road on Sundays. Then, on Sunday 15th May 1966 schedule changes were introduced which saw off the last RTWs at BN the previous night. Their place was taken on the 95/A by RMs which were also used on the 57A on Sundays. The odd RT still popped up however, since BN's full Sunday RM allocation was only one short of the weekday maximum total. A decrease in frequency had taken effect on weekdays from 16th May saving five buses on the 59A and eight on the 159. The state of play for August 1966 was as follows:

Route	Terminals	Garage	Type	Number of buses		
				Mon-Fri	Sat	Sun
57A	Victoria Station – South Croydon Garage	BN	RM	—	—	9
59	West Hampstead – Lisson Grove – Chipstead Valley	TC	RM	—	—	21
59A	West Hampstead – Lisson Grove – Streatham Garage	Q	RT	26	—	—
159	West Hampstead – St. John's Wood – Streatham Garage, extended Saturdays to South Croydon Garage	BN	RT	—	10	—
		Q	RT	16	—	—
		AK	RT	30	19	—
159A	West Hampstead – Lisson Grove – Thornton Heath	Q	RT	—	9	—
166	Thornton Heath <i>High Street</i> – Chipstead Valley	TC	RT	9	11	—
190	Thornton Heath <i>High Street</i> – Old Coulsdon	TH	RT	12	12	5

An extensive programme of route alterations came to fruition on New Year's Eve 1966. However, few major changes affected the routes in our story, except the withdrawal of the 234 on Sunday causing one third of the 57A service to be projected to Selsdon via Purley and Riddlesdown. No increase in vehicles was necessary as the entire service was cut back at the northern end from Victoria to Stockwell Station. In addition, a reallocation of four buses from BN to AK resulted in the route having a joint RT/RM allocation. Work at BN decreased in proportion to the weekday reduction. A greater part of the Saturday operation on the 159 was now undertaken by BN (seven more buses) which made up for that garage's losses on the 109. The 190 swapped its Monday to Saturday allocation into TC leaving TH just five buses on Sundays only.

During the years of the Reshaping Plan changes were frequent. Longer buses became available for use on the 59 early in 1968 when 72-seater RMLs were allocated to TC for the 130 group. Sufficient spares enabled an allocation of 21 RMLs on Sundays. From 1st December 1968 the AK allocation was removed from the 57A with BN resuming full control once again. By now, however, a reduced weekday RM requirement meant that not enough were

RT3456 had helped to replace the RTs at BN, but the garage had very few Saturdays left to work the 159 when this view was taken in Streatham on 7th June 1969. *Colin Stannard*



The replacement of RTs by RTs at Q in 1966 is represented by RT4251 but by the time this shot was taken on 30th June 1969 the last roof box bodies by Saunders were making their swansong too. *Colin Stannard*





Here at Streatham BN's RM1304 is seen working short to South Croydon on 20th October 1968, only one bus in three running through to Selsdon. Colin Stannard

available on Sundays and so an RT element crept in. New schedules from 15th February 1969 brought an evening adjustment to the 59A whereby it was extended in West Hampstead from Sherriff Road to West End Green. Changes on 19th July saw further adjustments with the Saturday-only AK share on the 50 moving into BN to join the Monday to Friday allocation, while AK took over BN's Saturday involvement on the 159. Route 57A was withdrawn south of Croydon Garage again from 20th July upon the introduction of a new RF omo route numbered 234B running between South Croydon Garage and Selsdon, and the allocation from BN now became 7 RTs.

From 26th October 1969, after reductions on the 49, some Sunday work on the 59 was drafted across from TC to AK. As no RMs were available at AK, their contribution to the route became 6 RTs. It was not such a strange revival as might at first be thought for at Bank Holidays when extra buses were needed TC had used RTs also. The 59 honeymoon with RTs ended on 13th June 1970 when RMs moved into AK and Q to take over the 159, the 159A also using them from Q on Saturdays, and the 59 from AK on Sundays. The Q RMs came mainly from W and WN while those at AK were from FY, ON and SE, all cascaded as a result of omo conversions. The 59A remained RT operated as did the 57A. The 166 and 190 which had remained largely unaltered through the 'sixties also continued with RTs, although from 18th April 1970 TC had found enough spare RMs on Saturdays to use them on the 190.

A major programme of route changes including two omo conversions, twice deferred, eventually became effective on 31st October 1970 when route 166 was converted to omo using SMSs from the range allocated to TC—SMS237, 238, 241-258. The 166 was withdrawn between Croydon and Thornton Heath and diverted via the former 194A to Shirley *Monks Orchard Road*, and further extended on Mondays to Fridays to Beckenham Junction. On Sundays, a new SMS omo route 166A was introduced running from Chipstead Valley via the 59 routeing to Thornton Heath Garage. Also on Sundays, the 190 was withdrawn, thus losing its TH allocation, and the 59 was switched from Chipstead Valley to run to Old Coulsdon instead. Additionally, in central London, the 59 was rerouted via Oxford Street and Orchard Street leaving Wigmore Street deprived of Sunday buses. The 190 itself had to wait until 20th November 1971 before ten RMs became available to remove the weekday RTs from the route.

All buses on the 159 were rerouted via Rossmore Road and Lisson Grove at all times, thus leaving St. John's Wood Road unserved after 57 years. The Saturday number 159A was thus no longer required, and Q buses joined their AK counterparts on the plain 159 on Saturdays. New Monday to Friday schedules shifted the bulk of the work from the 59A to the 159 at this time, leaving just a skeleton peak hour facility on the 59A running from Brixton Garage to Lambeth Bridge, buses turning by means of Parliament Square. The morning peak service ran a little further on to Charing Cross. The service eventually received RMs after the 95 was converted to omo on 2nd January 1971, an allocation of just five RMs being sufficient, compared to the 64 RMs on the 159 on Mondays to Fridays. The remains of the 59A were finally withdrawn after 10th March 1972. The 57A left the road to Croydon to the 68 when it was curtailed at Thornton Heath *High Street* from 18th April 1971, saving two RTs.



RT587 from Q swings into Waterloo Place on 16th May 1970 although the vehicle had entered service as long ago as 1948 at TL with a roof box body.
Colin Stannard



The longer Routemasters came to the 59 on Sundays when spares were available from the 130 family. On 24th May 1970 the extra capacity on RML2757 seemed unnecessary.
Colin Stannard

Below left: RT3281 shows the 190 to be the preserve of TC, TH retaining only the Sunday duties since 31st December 1966.
Gerald Mead

Below: RM69 from Q turns left from Parliament Square into Parliament Street on the morning peak hour run of the 59A to Charing Cross.
Colin Stannard





Turning into George Street, East Croydon SMS245 is one of the unpopular and often overcrowded fleet allocated to the 166. *Colin Stannard*

When the main part of Oxford Street became a bus and taxi thoroughfare in 1972, other traffic was diverted away from Wigmore Street. Initially, westbound buses on the 159 were rerouted from Wigmore Street into Orchard Street, Oxford Street and Portman Street. The Wigmore Street routeing was finally abandoned from 27th November 1972 when the 159 was revised to run the full length of Oxford Street in both directions as route 59.

It did not take long for the gross overcrowding of TC's SMSs on the 166 at busy times to make the news, and thus from 6th January 1973 the 166 and 166A were converted to double-deck operation using DMS490-508. From the new schedules introduced in May of that year, the allocation on the 59 was altered to become 11 RMs from AK and 10 RMLs from TC.



DMS508 was one of the original batch allocated to TC to replace the unreliable SMSs, although Sunday traffic on the 166A at Chipstead Valley seems to be very light. *Colin Stannard*

A most interesting proposal failed to reach fruition during 1974. Plans to convert the 155 to omo from AL would have caused a number of reallocations of other services. The 49 was planned to go to BN while in exchange AK was to take over the 57A on Sundays, at the same time being converted to one-man operation using SMSs released by the transfer of the 249 to AL. This revised 57A would have been renumbered 159 (!) at the same time, but this was not to be. 1974 did however witness a small alteration to the 57A at Brixton when, from 19th May, the eastern end of Stockwell Road became one-way northbound, and southbound buses had to divert via Stockwell Park Walk and Brixton Road.

The 130 group of routes at TC was converted to crew DM operation from 1st March 1975. As the RMLs left TC, its share of the 59 reverted to RM. However, plenty of spare DMs were spare at TC on Sundays, and from 30th November 1975 they made their début on the route. DMs had appeared on the 57A in place of RTs from 23rd March 1975 when the 133 received its Fleetlines. Since the conversion of the 159 to RM in 1970, RTs had continued to put in odd appearances including one scheduled cross-linking from another route. This ceased when Q lost its last RTs in August 1975 while those left at AK left in December. A couple of RTs returned during 1976 and 1977 during the RM shortages, and from 22nd September 1975 the entire allocation on the 190 was converted to Leyland PD3s on hire from Southend Transport. Their blue and cream livery enlivened the streets of Croydon until 28th February of the next year when the RMs returned once again.

The advent of Primary and Secondary schedules was an attempt to improve the reliability of some services during the period of staff and vehicle shortages, and it was planned that where shortages occurred, these cuts would be made on the secondary schedule leaving the primary schedule to provide a reliable, albeit less frequent, basic service. These schedules were introduced to route 159 during October 1976 affecting just five AK buses. However, more important were the effects of Busplan on 28th October 1978 which aimed to simplify route patterns and remove weekend routeing anomalies. Both the Sunday-only routes, the 57A and 59, were withdrawn,



Two of the all-over advertisement buses on the 59/159 were RM2140 for Bertorelli Ice Creams, seen here at Gloucester Place, and RM1676, a short-lived advertisement for English Apples & Pears, caught here travelling along Whitehall on 9th October 1975 at a time when these colourful buses were falling out of favour. J.G.S. Smith/Colin Stannard



DM1804 does not prove the case for large capacity buses on the 59 in its altered form to Old Coulsdon during January 1976. *Malcolm E. Papes*



The loan of PD3s from Southend Transport was a desperate attempt to overcome bus shortages, but this example taken on 20th February 1976 shows how badly the RM blinds fitted. *Alan B. Cross*



The Saturday shopping extension of the 159 to South Croydon is shown here at Kennington by RM1171 from AK on 22nd May 1976. *Malcolm E. Papes*

and to take their place a Sunday service was introduced on route 159 between West Hampstead *West End Green* and Thornton Heath *High Street*, *not* Clock Tower as on Mondays to Saturdays. This Sunday service ran via Lambeth North and Westminster Bridge to serve St. Thomas's Hospital, rather than via Lambeth Bridge, and slipboards were preferred (but rarely used) to the more logical use of a suffix route number. At the same time, the busy Saturday extension during shopping hours of the 159 to South Croydon was curtailed at Thornton Heath *Clock Tower*. Returning to Sundays, part of the southern end of the 59 was replaced by the introduction of route 109 on that day between Brixton *Gresham Road* and South Croydon, while the 190 was also re-introduced on that day between Thornton Heath *High Street* and Old Coulsdon.

Changes on 4th September 1982 involved reductions in services following the House of Lords' judgement on the 'Fares Fair' scheme, and reallocations as a result caused BN to return to the 159 on Sundays at the expense of Q. On Saturdays, Q pulled out of the route altogether leaving AK to cope single-handed. From 23rd April 1983 route 190 was converted to omo on Sundays using the B20 DMSs which were now replacing the standard ones at TC and TH. Throughout 1984, the 190 also saw the use of Ds as crew vehicles substituting for RMs, and inevitably the route was converted to one-man operation on Mondays to Saturdays from 2nd February 1985.

Streatham Garage was closed for rebuilding on 27th October 1984 causing some reallocation of services, the 159 moving to Q where allocations on the 3, 45 and 68 were reduced or even moved out altogether.



One of the SRMs allocated to the 59, SRM23, is seen here turning into Rossmore Road on 26th June 1977 advertising Tate & Lyle.
Colin Stannard



One of the Shillibeer buses allocated to the 159, RM2193, advertised Oldham Batteries, seen here heading for Thornton Heath *High Street* one Sunday in Whitehall. Colin Fradd



DMs took over from RTs on the 57A in the route's latter days between Stockwell and Thornton Heath, and DM2584 passes through Streatham one summer Sunday. *Roger Hyslop*



The striking chocolate and cream livery of D2629 brought colour to a number of Croydon routes including the 166. It is seen here in Addiscombe Road on its way to Shirley. *Colin Stannard*



The Sunday operation of BN ~~2485~~ on the 159 occurred only during the winter months, and here in Whitehall in typically dismal conditions ~~DM2485~~ ^{DMs 2485} _{heads} for West Hampstead. *Malcolm E. Papes*



DMS2418 from TH arrives at its Brixton terminus on the revived route 59 on 20th February 1985, and has the benefit of the full intermediate blind display.
Malcolm E. Papes

The route number 59 returned to the area on 2nd February 1985 when it was used for an omo service, worked by D-types from TH. The main daily service was between Brixton Station and Purley via the 109, while on Sundays buses continue on to Chipstead Valley as a replacement for the Sunday-only 166A. Certain early Sunday morning journeys on the 59 took over the similar Sunday workings on the 109 to Victoria Embankment. BN gained an allocation on the 159 on Saturdays of three RMs, and as BN was replacing some of its RMs on the 109 and 133 with D-types, a few of these became available for use on the 159 at weekends.

So today, the 166 and 190 are worked by DMSs from TC, although from 14th February 1985 Ms started to take over from the DMSs. No doubt Ms will become the staple for the 59 from TH in due course, especially as it looks unlikely that many of the D-types will receive a full overhaul as originally intended. BN's small allocation of Ds on the 159 was not to last long, but new Ms into BN do carry displays for the 159 and perhaps we shall see odd appearances in due course. Q Titan blinds do carry 159 but to date there have been no reports of such a working.

A summary of the schedules at 27th April 1985 is as follows:

Route	Terminals	Garage	Type	Number of buses		
				Mon-Fri	Sat	Sun
59	Brixton Station – Purley, extended Sundays to Chipstead Valley, early Sunday journeys to Victoria Embankment	TH	D	10	10	8
159	West Hampstead – Thornton Heath	Q	RM	51	20	12
		BN	RM	—	4	4
166	Chipstead Valley – Shirley, extended Mon-Fri to Beckenham Junction	TC	D/M	10	7	—
190	Old Coulsdon – Thornton Heath <i>High Street</i>	TC	D/M	8	13	3

An interesting scheme proposed in 1981 foresaw radical changes to the Brighton Road routes. The plan was for the 59 to have become a daily RM route between West Hampstead and Streatham Garage with a Monday to Friday extension to Thornton Heath Garage. This service would have replaced most of the 109 which would have been reduced to a Monday to Friday only route between Victoria Embankment and Streatham, with peak hour journeys running on to Thornton Heath Garage. The 159 would also have been reduced to Monday to Fridays only between Thornton Heath *Clock Tower* and Oxford Circus with peak hour journeys to West Hampstead. A daily replacement for Green Lane would have taken the form of a new 50A reviving the old 57A to Croydon. Routes 166 and 166A would also have been abandoned in favour of a bifurcation of the 190 and changes to the 194B. The night service on the 109 would have been renumbered N59. However, none of this was to be.

Over the years many different garages have supplied buses for the 59 group, and during the 1922-24 period a number of supplementary schedules were in force from CF, B, J and AL to chase off the independents. Coronation Day 1953 saw some unusual working when the route was split into two sections: West Hampstead to Baker Street Station, and Lambeth North to Chipstead Valley. Cricklewood (W) provided RTs for the northern section while TH joined TC to help with the southern part, the usual Sunday pattern.



M1167 was one of the first three Metrobuses to be allocated to TC which first appeared on the 130 group of routes. It is seen here in Croydon on 18th April 1985 bound for Chipstead Valley on the 166. *Paul Hulyer*



DS1933 returned to service during 1985, still carrying its 1933-style livery to commemorate the 50th anniversary of LT, and is often to be found on the new 59 as seen here at Thornton Heath Pond. *Paul Hulyer*

A number of interesting vehicles have run on the 59 group of services over recent years including several all-over advertisement RMs—RM952 for Dinky Toys/Meccano, RM906 for Everton Mints, RM2140 for Bertorelli Ice Creams, and RM1676 for English Apples and Pears. Silver Jubilee SRMs worked on the 59 and 159 during 1977 including SRMs 6, 9, 15, 19, 20 and 21, and these were followed in 1979 by Shillibeer RMs 2186 and 2193, and in 1981 by 'Royal Wedding' RM219. Some 'showbuses' were adopted by TC such as RM1000 and DM1000, and by AK as RMs 1376 and 1442, and RM14 from Q. With the return to service of DS1933 during 1985, this also appeared on the 59. D2629 from TC sponsored by Croydon Corporation and repainted into a chocolate and cream livery was nicknamed locally 'the chocolate box'. The opportunity was missed in 1983 however to repaint a bus in Tilling's livery which would have been most appropriate as Tilling last saw service fifty years earlier until the LPTB takeover on 1st October 1933. For a while, when TC had Ls for the 234A, these did make rare appearances on the 166 although since February 1984 that was no longer possible.

The two articles covering the 59 family were based upon notes compiled by George Robbins and members of the London Historical Research Group for a study tour of the routes on Tuesday 13th June 1967. The first part was expanded with additional material supplied by the late Albert McCall, while part 2 was expanded and updated with the aid particularly of notes from Colin Stannard.

Acknowledgement is due to the LHRG of the Omnibus Society, and especially to Brian Bunker for the checking of dates and details. Use has been made of the manuscript of a forthcoming book to be published by Capital Transport on the operation by Thomas Tilling Ltd in London and this will include details not only of the development of routes from Croydon garage but also from Bromley and Catford garages.

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Correction to Part One

Page 25—Photo caption: Tram 1142 is an LCC variety, *not* Croydon Tramways.

THE 59 FAMILY OF ROUTES 1912-1985

KEY

Garages

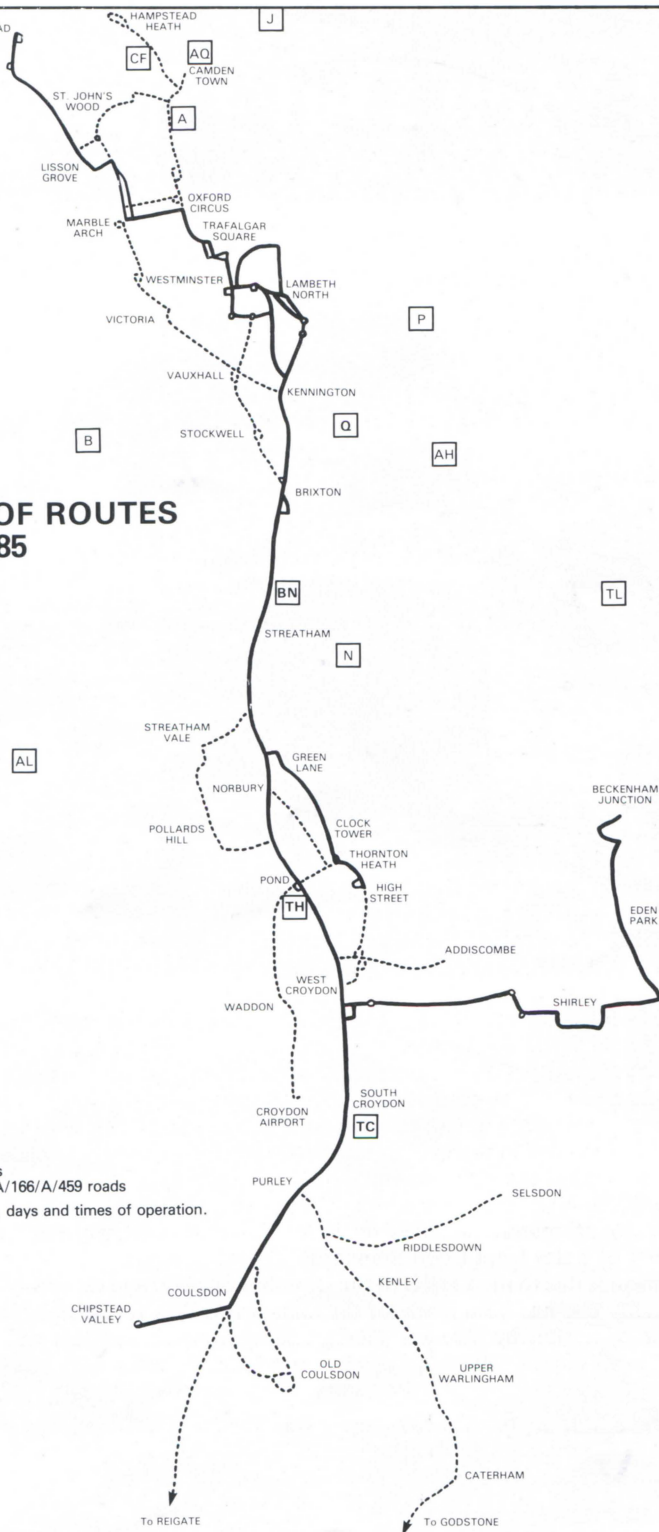
- A — Albany Street
- AH — Nunhead
- AK — Streatham
- AL — Merton
- AQ — Camden Town
- B — Battersea
- BN — Brixton
- CF — Chalk Farm
- J — Holloway
- N — Norwood
- P — Old Kent Road
- Q — Camberwell
- TC — Croydon
- TH — Thornton Heath
- TL — Catford
- W — Cricklewood

Current garages in bold type

— Current 59/159/166/190 roads

--- Former 57A/58/59/A/B/159/A/166/A/459 roads

Please consult text for routes, dates, days and times of operation.



Odd Men Out Then and Now



Over recent months, RMLs have become increasingly common on the 21 from New Cross and the 77A from Stockwell. Both routes are due for omo conversion later this year and the days of such workings are now numbered. Here in Eltham RML2577 makes a weekday trip to Moorgate on the 21, while RML2704 is seen at Euston on the 77A to King's Cross.
Colin Stannard/Steve Fennell



Until 27th April 1985 occasional peak hour workings on the 2 were often covered by Metrobuses from GM, such as M1044 caught here at Terminus Place *Victoria* on 12th April, but with the loss of the GM allocation on the 2, RM shortages are now eased by the use of Ms on the 11 as shown by M1046 in Buckingham Palace Road. *Colin Fradd*



Metrobuses also reach *Victoria* in the form of odd workings on route 16, and before that route's extension to the Tesco Superstore at Neasden, M1208 is seen here at Grosvenor Gardens heading for the old terminus at Neasden Shopping Centre. *Colin Fradd*



Although Uxbridge garage does put the occasional M on the 207, such appearances from HL are believed to be rare, and here we see M228 taken on 7th February heading for Hanwell Broadway. *Michael Dryhurst*



The use of LSs on the 202 is far from unusual, indeed the scheduled Metrobuses seem to be more uncommon, but for completeness we illustrate here near Hounslow West the use of LS24 heading for Heathrow last summer. *Colin Stannard*



Another route to see the use of LSs, much to the consternation of both the crews and passengers, is the busy 131, and caught here at Norbiton last year is LS284 on its way to Wimbledon. *Colin Stannard*



More rare now is the sighting of LSs on the 222, but back in 1981 when there was a larger allocation of LSs at Uxbridge these vehicles did appear, such as LS422 caught on its way to Hounslow at West Drayton. *Colin Stannard*

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